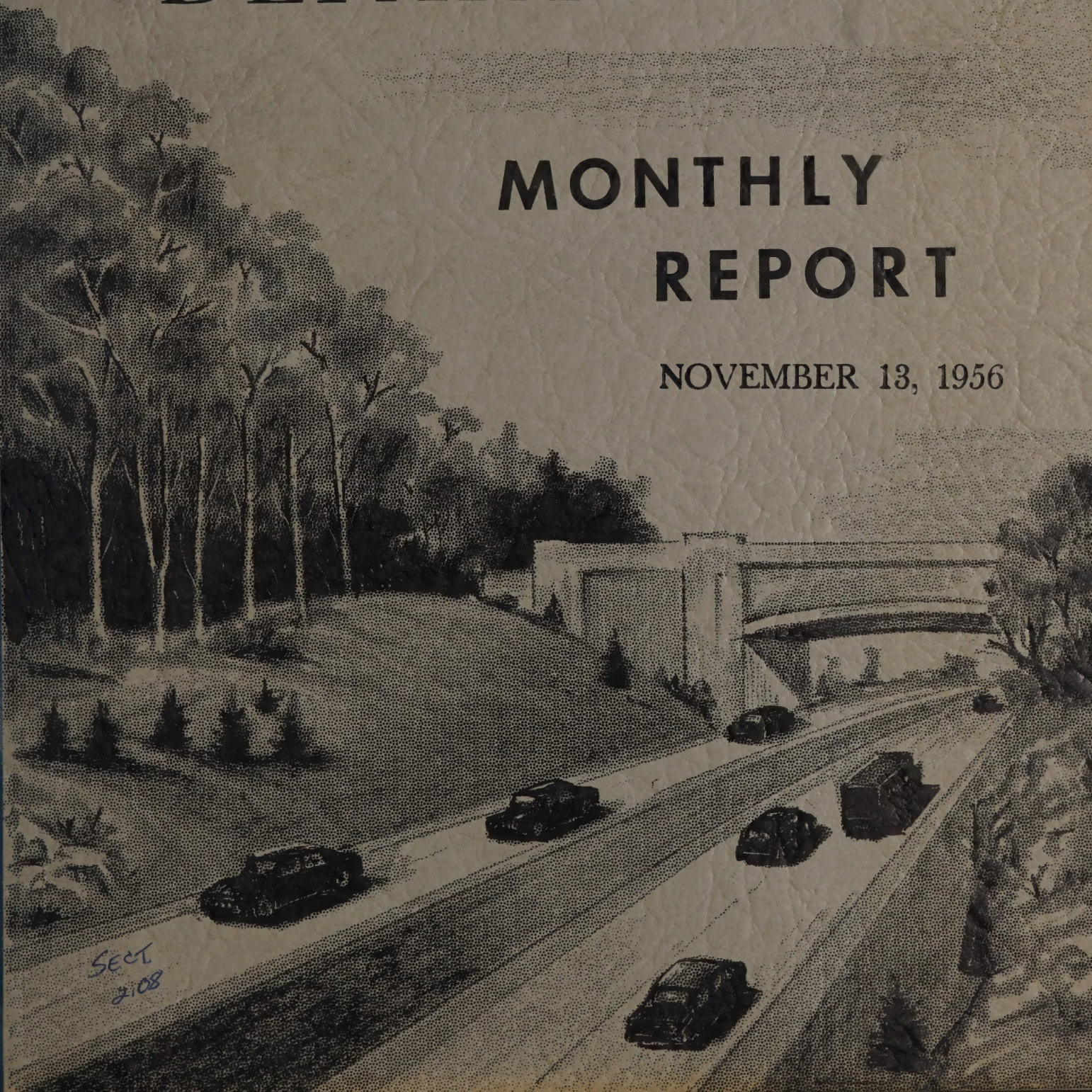


# STATE HIGHWAY DEPARTMENT

## MONTHLY REPORT

NOVEMBER 13, 1956



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NATIONAL STATE HIGHWAY PROGRAM

We are continuing our visits to counties for the purpose of discussing our statewide master highway plan and explaining the National Highway Program and its impact on New Jersey.

Within the past month we visited the following counties and met with the Senator, Assemblymen, Freeholders, County Engineer, and the Planning Board members:

Oct. 9	-	Cape May
" 10	-	Warren
" 15	-	Monmouth
" 17	-	Bergen
" 18	-	Gloucester
" 22	-	Ocean
" 24	-	Hunterdon
" 31	-	Burlington
Nov. 2	-	Camden
" 8	-	Salem

At each of these meetings the Federal Program and its matching fund requirements were explained in detail as well as the need to provide an extra \$10 million a year for non-federal projects and an additional \$10 million each year for the advance purchase of rights of way. Nowhere had we found outspoken objections to the idea of providing for such funds and in frequent instances wholehearted endorsement.

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NATIONAL STATE HIGHWAY PROGRAM, cont'd

At these meetings future plans for State highway improvement in each county are explained and how these plans integrate with the over-all state plan. We also review each county's suggestions as to what they feel should be done and have found a remarkable similarity in our respective thinking.

As a rule the meetings last about two hours and have been greatly appreciated by the county people because for the first time "the Mountain has gone to Mohammed."

It is planned to continue county meetings with the objective of completing the major portion of our 21 visits before the Legislature returns on November 19th.

We also have discussed the over-all program and the need for an additional \$20 million a year with the New Jersey Taxpayers Association, the Board of Trustees of the Contractors Association, the State Chamber of Commerce, and the New Jersey Automobile Club (AAA). To further insure that our dollar needs are widely understood, we have supplied the New Jersey Citizens Highway Committee, the Highway Committee of the State Chamber of Commerce, and the AAA with mimeographed material outlining the need for additional State funds. Copies of this material were included in our October 9th report to the Governor.

At no time has this Department made mention of the possible method of raising the extra funds needed to carry out our expanded program. We have however repeatedly received the suggestion that an extra one cent gas tax is the most feasible approach to the problem.





### Hopelawn Meeting - Middlesex Freeway

On the evening of October 11 we attended a public mass meeting in Woodbridge organized for the purpose of protesting the Middlesex Freeway alignment in Hopelawn as recommended by consultants to the Highway Department. This meeting was attended despite local political advice for two reasons: -1) because it was felt that these people had a right to be heard; -2) because it was considered advisable to squarely state the Department's position.

The gathering - estimated by the press as between 800 and 1000 persons - was told that "we have no plans at present" to carry the route east of U. S. 1, the point at which the Interstate (90-10) portion of the Freeway terminates.

A full opportunity was provided for questions from the floor and a complete explanation of the Department's willingness to continue to search for a more acceptable route.

As a result of this meeting, agitation has subsided and our consultants are continuing to explore other alignments through the area. It should be remembered that the protested line had previously received approval from Woodbridge and Perth Amboy officials in meetings at Trenton. Their defection developed only following local citizen objections.

### Paterson Meeting - Bergen-Passaic Expressway

On October 17 we attended an 8:30 breakfast meeting in Paterson at the invitation of the Forward Paterson Movement. It was gratifying to know







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Paterson Meeting - cont'd.

that we are literally "over the hump" so far as local opposition to the preferred route of the Expressway is concerned in that city. In fact we have been able to "sell" the road to the extent that Mayor O'Byrne, the Chamber of Commerce and others, including the PATERSON EVENING NEWS, are actually looking forward to its early completion.

Following the breakfast meeting, the Chamber of Commerce conducted a tour over the right of way of Route 208 from Fairlawn to Oakland for the purpose of emphasizing the need for early construction. In addition to the Paterson people, many Bergen officials including freeholders and the mayors of municipalities along Route 208 made the trip.

OTHER MEETINGS

Other meetings held during the month included: Princeton Township officials who sat down with us to determine as far as possible the proposed alignment of the Route 206 to Hightstown Freeway. Of course, until we sit down with Mercer County people, we cannot divulge too much of the program in Mercer.

An overall discussion of the Federal Program was held with the area and district engineers of the Bureau of Public Roads on October 26. They were able to advise us as to the latest developments in the program which, to a great degree, was information already at hand.

MAINTENANCE BUILDINGS

For many years our road maintenance crews in the field have operated in a great many instances from makeshift "shacks" they created from scrap materials.







### MAINTENANCE BUILDINGS, cont'd

These "shacks" and their necessary adjuncts, material yards, were located usually on portions of highway rights of way not being in use at the moment for roadways. Despite the valiant efforts of the maintenance crews to make them otherwise, a large number of these sites could be viewed as "eyesores" by the motoring public due to their proximity to the roads and "do-it-yourself" type of construction.

For some time now we have been studying the various aspects of establishing more orderly and permanent set-ups at key locations. The project is now in its final stage with the site for the first such establishment selected and building and yard plans in the process of being drawn up. We feel certain the improvements will not only enhance the landscape but bring real returns in efficient operation.

### ENGINEERING

During the past month we brought in about 40 of our field engineering personnel to attend a demonstration of electronic computation of engineering calculations. This, presently, mainly concerns a laborious "strongarm" chore that is necessary in order to produce the volumes of earth to be moved about in construction. Our people are now evaluating their impressions. Evidence available from other highway departments indicates much to be gained by embarking on a program of this nature.

### PULASKI SKYWAY

Resurfacing of the Pulaski Skyway was undertaken by our maintenance forces on October 24th and is now practically complete. The new surface is a machine-







PULASKI SKYWAY, cont'd

laid coat of synthetic rock asphalt, which gives all indications of having many advantages over the natural material. As a preface to the Skyway resurfacing operation, our people constructed test strips of the synthetic rock asphalt. These not only produced evidence of durability, but skid tests during rainy weather indicated that the type of sand-asphalt material being applied to the Skyway has a very satisfactory degree of skid resistance.

Our maintenance people observed, during the resurfacing operations, a marked tendency of drivers to step up their driving speed as soon as a newly resurfaced section was opened to them. In the hopes of heading off the possibility of a rash of accidents due to speed on the Skyway after the job was finished, we passed this information on to the Hudson County police in a letter before the project was half done.

CENTERLINE BARRIERS

After some very firm "urging" on our part, the contractor who is to construct the centerline barrier on the Skyway managed to settle the "jurisdictional labor dispute" that was holding up operations on that very important project. The controversy centered around whether laborers or steelworkers were to drill the holes through the Skyway's concrete deck in order to bolt down the divider. The issue was settled in favor of common labor, and the work gotten under way on the night of October 25th.

Our Route 22 concrete centerline barrier drew a very laudatory article in the NEWARK NEWS of October 28th. The article, a reproduction of which is included in this report, cited the barrier as "effective" in "eliminating deadly crashes". It pointed to the fact that there have been no deaths on





# Rt. 22 Barrier Is Effective

## Hillside Separator Eliminating Deadly Crashes

By REUBEN BARR

Staff Correspondent

**HILLSIDE**—The concrete traffic separator in Rt. 22, installed a year ago, has not decreased the annual accident toll here, but it is accomplishing its primary purpose in eliminating the deadly head-on crashes that once plagued this main traffic artery.

Since 1951, a total of 11 persons have died in mishaps along the 1.9 miles of Rt. 22 within this community's borders. All occurred before construction of the 20-inch high concave shaped barrier last October. In the same five-year period more than 100 personal injury accidents were reported. A heavy percentage of both the fatal and injury accidents were attributed to head-on crashes.

Only one incident has marred the otherwise perfect record of the barrier in preventing this type of mishap. Last Jan. 22, a westbound car driven by a Newark man climbed the barrier and skidded for 132 feet before it was struck by an eastbound car. The impact carried the Newark man's vehicle into the east lane. No one was injured. The cab of a tractor trailer came to rest with its left wheel hanging over the barrier in another incident.

### Average Fairly Level

The number of accidents, however, has not decreased. Since October 1951, the yearly average of Rt. 22 accidents in Hillside has been 93. Only a 75-accident year from 1952-1953 brings the average down from its usual 96-99 level. But police Chief Paul F. Korlesky says he did not expect the accident total to ease off because of the barrier. "On a highway as crowded as this one, it is almost impossible to stop the rear end, chain reaction crashes."

Korlesky says that Rt. 22 through Hillside carries more traffic than Rt. 1, considered by the state to be the heaviest traveled road in New Jersey.

Installation of the center barrier simultaneously added new safety features to Rt. 22. Where it had previously widened and narrowed dangerously at five turn-around points, it is now a straight road. The turn-arounds have been eliminated. Several still exist on the right shoulder, but these serve only as emergency areas on the non-stop route through the township.

Several dangerous features remain. These primarily are the right angle exit-entrance at Hilldale pl., Harding Ter., Doremus Ave., Bloy St. and the only high-

way entrance into the Forthuber Tract, located at McLean Pl. Police Commissioner Henry Goldner said the township is attempting to have cut-offs constructed at these points.

Construction of the barrier, Goldner said, also has benefited pedestrians. He disclosed that tentative approval has been granted by the state highway department for construction of 20,479 feet, erected at a cost of two stairways from the highway \$118,000.

to the Bloy St. overpass and also for a pedestrian bridge across the highway at Doremus Pl. Plans for these projects are now being studied by state and township engineers.

The barrier was completed last Jan. 6. It extends intermittently from Empire St., Newark, to Mountain Ave., North Plainfield. Total length of its segments is 20,479 feet, erected at a cost of





CENTERLINE BARRIERS, cont'd

the route in the Hillside area since its construction, as compared to 11 deaths since 1951 and before the barrier's construction.

TRAINING

At the invitation of our Employee Training Section, the local office of the Bureau of Public Roads had one of its top men visit with several of our people on November 2 for the purpose of outlining their procedures and processes. Our group consisted of supervisory engineering personnel in the main, but all branches of the Department with any occasion to come in contact with the Federal Bureau were also represented. The relationship of the Federal Bureau of Roads and the State Highway Department to the accelerated and expanded Federal Highway Program was a principal point of explanation and discussion. The Federal Bureau also had one of its personnel conduct an educational session with a group of our engineering trainees two weeks prior to this meeting. It is hoped that through these sessions a better understanding of their procedures and functions will be reached, thus holding to a minimum any chance for misunderstandings as to their needs (detailed facts, figures, and reports) and any delays that might result through error along these lines.

BUDGET REVIEWS

We are now engaged in a division by division review of our budgetary requirements for the forthcoming fiscal year. A 4-man committee started last week, and hopes to conclude by the end of this week, a review of each item submitted by heads of our various operational fields. Our final budget therefor will reflect a "tight" estimate of this Department's 1957-58 needs.





## SNOW AND ICE CONTROL

Distribution this month of 245 snow plows among 55 individual and fleet truck operators who will supplement the Department's own snow and ice control forces marked the final phase of "getting ready" for the inevitable winter storms.

We will be considerably reinforced this year in our snow and ice control efforts. Greater mobility can be expected by reason of the two-way radio system that has been installed within our Maintenance Bureau since last winter. There will be more equipment available by reason of our being able to put 498 of our own mobile units in the field as compared to 485 last year, and being able to call upon 29 more private trucks, to which our plows have been attached, than last season. In all, we'll be able to put 743 units to work in actual clearing of the roads this coming season as compared to 701 last year.

More and better supporting equipment, including loaders for snow and abrasives and 25 new salt spreaders, will without doubt increase efficiency and speed in our operation. This will be particularly so with regard to ice control, which now comprises over half of our effort.

## CONSTRUCTION BIDS

October 9	-	Route U. S. 1 & 9 - Wolf Creek Bridge approaches Ridgefield and Fairview, Bergen County, Franklin Contracting Company, Newark -	\$ 135,945.10
October 16	-	Route 151 - Memorial Avenue Underpass, Camden, Camden County, F. A. Canuso & Sons - Philadelphia,	29,937.26
November 1	-	Route 23 - Invert Paving for bridge over Pequannock River, Kinnelon & West Milford, Morris & Passaic Counties. Sole bid received exceeded engineer's estimate and was not accepted.	

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\$ 165,882.36





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